where two men lost their lives by attempting to clean out a large vat contaminated with the deadly vapour, I wrote immediately to the firm, but common courtesy was wanting; no answer was returned. Well knowing by practical experience the certain effects to be produced, I wrote to the Society of Arts and Sciences; they saw the infallibility of the means, and on the 2nd of June last, in the Society's Great Room in the Adelphi, the "Working Bricklayer" received from the hand of his Royal Highness Prince Albert, an honorary testimonial. After this mark of public approbation, several scientific gentlemen expressed their surprise that so simple and cheap a preventive should not have been almost universally known among men of science, and that a country "Working Bricklayer" should bear away the bell. It was not for want of publicity; I gave it publicity enough. It was prejudice, that deep-rooted prejudice, existing not in London alone, though it is much too prevalent there, but in other places, against any thing emanating from a plain country mechanic. Unless a man has the title of M.D., F.R.S., or some other, let his genius be ever so great, few are to be found to give him assistance. If he succeed in crawling up to public notice and public usefulness, it must be by dint of his own exertions. It appears as if science, or scientific men, were confined to the metropolis, and even there, to superior stations in society, but it is not so.

An ingenious young man from this town during the building of St. Paul's, went up for employment as a carver. When inquiring of the workmen, he was only laughed at by them, and called a "hedge carpenter," yet he persevered; saw Sir Christopher Wren, to whom he shewed a specimen of his abilities as a carver, and the carved work in the interior of the cathedral was executed by this countryman. The celebrated and almost inimitable painter, Gainsborough (the son of a little tradesman born in the same street in which I am now writing), is another proof, if any were wanting, that it is not the rich or great that alone possess the talent or scientific knowledge. These remarks are made not out of vanity, or ill-feeling, but to shew that genius or science is not confined to large cities or opulent men. But resuming the subject, having felt the effect of this too-much-existing prejudice in the case of preventing accidents in wells, &c., it operates as a bar to giving publicity to the simple method I have adopted. I am well aware one system will not suit all cases, but the means must be adapted to the case, and according to circumstances. I have read of various plans in advertisements, and in other sources of information, devised and adapted for effectual ventilation; in particular that absurd one of Dr. Reid's, at the Central Criminal Court; but the more I read, the more I am convinced that the one simple idea on which effectual ventilation must stand or fall has not yet been mentioned or practised from in any accounts I have as yet read upon the subject. But in courtesy to Mr. Lawrence, I assure him, that though I decline informing him of the plans which have been adopted successfully by me, at present, yet if he will have the kindness to give me his profession or trade, I shall not have the least objection to correspond with him upon that or any other subject in which air and its effects are the principals. But for the reasons before named, I feel inclined to write again to the Society of Arts and Sciences, where its intrinsic merits will stand or fall, and where there is not that prejudice existing against those who are placed in humble situations, which too often exists in the breasts of many, especially against countrymen.

I read, Mr. Editor, with great pleasure, the manly, straightforward, scientific remarks at the concluding part of the article on the training school at Swinton; it is observed "every architect is able to receive valuable information from men of science eminent in their own walk, and is anxious to seek it:" this is very true in buildings, as well as ventilation or any other science, but it is very, very seldom practised by architects. Practical scientific workmen could, if requested, give architects much valuable information. The remark, "the ventilation must be adapted to the building, and not the building to the ventilation," is equally true. I also read with surprise the enormous expenditure bestowed upon ventilating the building; no less a sum than 5,000*l.* appears to have been expended upon it. I am no seer, but have my own opinion upon the system adopted. Should it be found to answer, I shall be greatly surprised. I think no man who understood ventilation would adopt the plan of having numerous holes drilled in the floors of the principal school rooms. I would ask Dr. Reid, I would ask any scientific man, whether a constant upward current, or rather currents of air will not rather be the constant cause of colds and sore throats, as in the case of the Central Criminal Court. No doubt fresh air will be admitted, but I should suppose at the hazard of the health of every scholar.

I am, Sir, &c.,
A. J. Green, Working Bricklayer.
Sudbury, Suffolk, Dec. 8th, 1845.

*** Without any desire to interfere with our correspondent's intention, to transmit the particulars of his system to the "Society of Arts," we would make this general remark—that the pages of The Builder are open to all who have real information to communicate, and that to the best of our ability we will judge if it be so or not, without stopping to inquire if it emanate from gentle or simple. We have the elevation of the operative classes sincerely and warmly at heart, and will do all in our power to advance it. If we can aid struggling merit, it will at all times be a satisfaction to us to do so.

BRICKWORK IN ASPHALTE.

Learning that the Seyssel Asphalte Company were engaged, under the superintendence of Mr. Mylne, in building, with asphalted brickwork, the interior of a new reservoir on Highgate Hill, we made a pilgrimage a few days ago to that now distant spot, which, measuring by time, has been removed, thanks to railways, as far from London as Windsor, for example, used to be. We found the reservoir nearly completed, and apparently a very satisfactory work. It is 100 feet square at the top, and 13 feet deep. The bottom was puddled with clay 18 inches deep, and laid with 9 inches of brickwork in mortar, with a course of bricks flat, in asphalte, on that, covered with asphalte half an inch thick. The sides (sloped at an angle of 45 degrees), consist of two 4½ inches of brickwork, in mortar, laid against the earth, with a third 4½ inches in asphalte, covered on the face with half an inch of asphalte, as at the bottom. The top of the brick sides is coped with asphalte sprinkled with grit.

The facing of asphalte was given to each brick before it was laid, by putting a number of them close together in a frame, and pouring over them the required thickness of asphalte. The bricks were then separated, and each laid with asphalte, the joints being afterwards pointed up with the same material. In laying the bricks care was required to keep the face even, and it was found necessary to hold each brick in its proper position about half a minute, till the asphalte had set. This application of asphalte, somewhat novel in this country, promises to be of considerable value.

Hedgerow Timber.—It has long been a question, whether a loss is not sustained in growing hedgerow timber. The following calculation, made by Mr. Isaac Foster, of Great Totham, Essex, a gentleman of much experience, appeared last week in the *Chelmsford Chronicle*:—

1st. The average value of timber on 100 acres of land in the county	£100	0	0
2nd. Let it stand 28 years, and the improvement in value will not exceed 50*s.* per year	70	0	0
	170	0	0
3rd. Sell the same now	100	0	0
Interest at compound ditto	300	0	0
4th. Tenant paying 2*s.* more per acre, with the interest and compound ditto upon the same	377	12	0
	777	12	0
	170	0	0
	£607	12	0

So that the proprietor of 1,000 acres loses more than six thousand pounds by letting it stand.

RAILWAY NEWS FROM PARIS.

[FROM OUR OWN CORRESPONDENT.]

The statutes or by-laws of the Strasbourg and Nantes railway companies have just been published. The capital of the former is fixed at 125,000,000 fr., divided into 250,000 shares of 500 francs each. More than one-third of the shares stand in the name of Englishmen, but, in point of fact, Englishmen hold a much greater number, several of the largest French holders—Rothschild, Hottinguer, Laffitte, for instance—representing our countrymen. The capital of the Nantes company is fixed at 40,000,000 fr., divided into 80,000 shares of 500 francs each. Nearly 30,000 shares stand in the names of Englishmen, but, as in the case of the other company, they really and truly hold a much greater number. The adjudication which conferred these two railways upon the respective companies has been approved by royal ordinance, and nothing now remains to be done but a further approval by ordinance of their statutes, to give the companies all their rights and privileges, and to establish them as *societés anonymes*. Some of the Strasbourg companies, in rendering to their subscribers the sums overpaid as deposit, think right to deduct two, four, and even eight *sous* (4*d.*) per share, under the pretence of covering the preliminary expenses, as if the interest on the sums paid up were not amply sufficient for the purpose. One of them has even had the monstrous audacity to keep one *franc, 5 sous* on each share, to make up for losses, occasioned by Bourse transactions. Really one is astounded at the iniquity of such a demand, when it is remembered that to presume to speculate at all with the money of the shareholders, was a most scandalous breach of trust.

One question remains to be settled before the Paris to Strasbourg railway can be handed over to the company—it is relative to the station at Paris. The inhabitants of different quarters contend with much vivacity to have it placed in the midst of them; but, upon the whole, I am inclined to think that the site chosen by the Government is the best that could be adopted, all things considered. It is situated in a street of sufficient width, and which can be made still wider; it is close to the two great mercantile streets of this capital—the faubourg St. Denis, and the faubourg St. Martin, and, above all, it is infinitely cheaper than any other site that could be proposed.

The day fixed for the adjudication of the railways from Paris to Lyons, and from Creil to St. Quentin is the 20th of the present month, and Friday before last was the latest day allowed for companies intending to offer for the concession of either line, to give notice to the Minister of Public Works. Similar "fusions," or amalgamations, to what were effected between the companies for the northern railway, from Paris to the Belgian frontier, were expected, but the result has not confirmed the expectation. Eleven of the Lyons companies have united, dividing among themselves the capital in the following manner:—

	Shares.
Receveurs-Généraux	43,333
Messageries	43,333
Union	42,364
Ganneron	42,364
Calon	42,364
Laffitte Blount	42,364
Lapinsonnière	38,835
Griolet	27,500
Ardoin Verdian	24,209
Hottinguer	13,334
Rothschild frères	10,000
Total shares	400,000

The three companies of the postmasters Française and Engineers have also united themselves into one company, each taking an equal share of the capital. The Creil to St. Quentin companies were not able to agree among themselves as to the share which each should have in the capital; and accordingly no fewer than five gave the necessary notices to the Minister of Public Works of their intention to appear at the adjudication. The five companies are as follows:—

The company represented by Rothschild Frères, Hottinguer, Laffitte Blount; the company represented by Mr. Cordier, deputy, Marquis de Dion, Baron D'Angré, &c.; the

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